Assurance to China on Tibet issue

918. SHRI VIRENDRA VERMA:
SHRI MOHINDER SINGH LATHER:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any assurance on the Tibet issue was given to the Chinese Government during the recent visit of the Prime Minister to that country;

(b) if so, what are the details thereof, stating the reasons for departure, if any, from Government's earlier policy on the issue;

(c) whether the Assembly of Tibetan People's Deputies and the Tibetan Parliament in Exile have expressed resentment over the assurance given to the Chinese Government; and

(d) if so, what is Government's reaction with regard thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) and (b) During the Prime Minister's visit to China the consistent stand of the Government of India, that Tibet is an autonomous region of China and that activities incompatible with this position are not permitted on Indian soil was reiterated.

(c) and (d) Government are aware of representations made by the Tibetan community in India on this subject. There is no change in policy in this regard.

Delayed flights from Madras

919. SHRI K.V. THANGKABALU: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are monitoring the number of delayed flights to Madras from different points by Indian Airlines;

(b) what is the percentage of flights delayed by more than 30 minutes in December, 1988 and January, 1989;

(c) what are the reasons for such delays; and

(d) what measures are proposed to be taken to fix responsibilitiy on the staff for delays where there is no genuine engine trouble, etc. ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) Indian Airlines is monitoring all its delayed flights and periodic statements are sent to Government.

(b) and (c) The percentage of flights of Indian Airlines that were delayed by more than 30 minutes during December, 1988 and January, 1989 and the reasons therefor are as follows: —

Resaons	Delay rate	
	Dec. 88	Jan'89
Commercial . .	0.39	0.27
Operations . .	0.23	0.15
Engineering .	2.53	1.97
Ground Support .	0.11	0.0
Weather . .	3.56	2.93
Airport Facilities .	0.60	0.49
Miscellaneous .	1.49	1.8
Consequential .	38.14	37.2
TOTAL .	47.05	45.13

(d) In case the cause for delay to a flight is established due to the negligence on the part of staff,